[Shri Jaswant Singh]

come into existence between the pre-1973 and post-1973 pensioners which will continue, in fact to widen unless the judgement of the Supreme Court given on 14-1-1988 is fully implemented. Now, here again the judgement has made a distinction between the awara of the gratuity and the award of the pensions. So far as gratuity is involved, the Supreme Court has held that is not payable at enhanced rates. However, even the Union of India which is the appellant has not questioned the order of Central Administrative Tribunal in so far its liability to pay the pension in accoraance with the judgement of the Tribunal itself is concerned. Now, various questions arise. The first, of course is why the Union of India found it necessary to go into appeal aganist a Tribunal which has been established for adjudicating cases like pensions etc., with a view to expeditiously dispose of matters concerned with the pay and allowances of all the Central services inclusive of the Armed Forces. That is the first question as to why the Union of India found it necessary to go into appeal at all.

Secondly, thereafter when the Union of India has itself not questioned the Administrative Tribunal's order in so far as it relates to the pension component, then, why has that not been implemented?

Thirdly, Sir, this discrepancy of service pension of ex-servicemen of 1973, 1979, etc.; is causing a great deal of discontentment. In one of the villages, that is, in my home district; there are three retired Subedar Majors honorary Captains of the very same battalion of the Rajputana Rifles. They have retired at successive stages. One of them is receiving Rs. 119 per month as pension. Another because he has retired subsequently at the same rank younger in years received Rs. 173 per month as pension and the third one is receiving Rs. 253 per month as pension. The same battalion, the same village, the same rank but three different kinds of pensions. Now this is an anomally which must be eradicated. To the Defence Ministry, we have made recommendations by the High Level Committee for Ex-Servicemen that the principle of one rank and one pension must be implemented. Unless this is done, we would be causing a grave discontent in the minds and morale of ex-servicemen. Today's serving personnel must realise that they are going to be tomorrow's ex-servicemen.

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## THE RAJGHAT SAMADHI (AMENDMENT) BILL, 1988

THE MINISTER OF URBAN DEVELOPMENT AND THE MINISTER OF TOURISM (SHRIMATI MOHSINA KIDWAI): Sir, I beg to move for leave to introduce a Bill further to amend the Rajghat Samadhi Act, 1951.

*The question was put and the motion was adopted.*

SHRIMATI MOHSINA KIDWAI: Sir, I introduce the Bill.

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## THE AUTHORISED TRANSLATIONS (CENTRAL LAWS) AMENDMENT BILL, 1988

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CHINTAMANI PANIGRAHI): Sir, I beg to move:

"That the following amendments maae by the Lok Sabha in the Authorised Translations (Central Laws) Amendment Bill, 1987, be taken into consideration, namely:—

*Enacting Formula*

(1) That at page 1, line 1, — for 'Thirty-eighth' substitute 'Thirty-ninth'.

*Clause* 1

(2) That at page 1, line 4, — for '1987' substitute '1988'.

*The question was put and the motion was adopted.*

Shri Chintamani Panigrahi: Sir, I move:

"That the amendments made by the Lok Sabha in the Bill be agreed to."

*The question was put and the motion was adopted.*

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## THE BUDGET (RAILWAYS), 1988-89 —*Contd.*

SHRI VEERSHETTY MOGLAPPA KUSHNOOR (Karnataka): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget. I also congratulate the Railway Minister for taking a lot of new projects; specially, 8 new services have been introduced and frequency of 6 trains has been increased. In metre gauge system also, air-condition has been introduced. Air-conditioned coaches have been introduced in 7 metre gauge trains. 14 new line projects consisting of 2,251 kms and 5 gauge conversions are in progress. This is a good achievement. I come from Karnataka and Karnataka consists of Southern Railway and South Central Railway also. I think even in the Lok Sabha also several members have demanded and they were very angry also. They are demanding establishment of a zone. Already 9 zones are there. On 10th March 1988 in the Lok Sabha, you have replied to the question, Sir, that due to the paucity of funds; you are not in a position to open this new zone. But this demand is coming from the Members of Parliament from that area for the last several years. Therefore, I earnestly request you that at least in the next year, you should open this zone in Bangalore. Sir, you have also provided more money for Mysore-Bangalore section conversion. Last year you had given Rs. 1 crore. This year, Rs. 6 crore and 84 lakhs have been provided. I am thankful to you for that. At the same time, you have also given sufficient funds for other projects also. One thing is there in this Mysore-Bangalore section. This work was started in 1979 and the project cost was Rs. 26 crores. But now this project cost has been doubled and so far you have spent only Rs. 10 crores. You will have to spend Rs. 40 crores and I do not know how many years it will take to complete it. This is one of the trunk routes between Bangalore and Mysore and there are a large number of passengers. At the same time, goods trains also go. Therefore, we earnestly request that this broad gauge conversion must be completed as early as possible. Sir, for the past several years we are claiming that Karnataka is deficient in broad gauge, in terms of kilometres, as compared to the other States in south. In Karnataka, the railway route kilometres per million population is 15.95 kilometres and the railway route kilometres per 10,000 kilometres area is 24 kilometres only whereas in Kerala, per million population it is 25 kilometres and for 10,000 kilometres, it is 140 kilometres. In A.P. it is 66.70 kilometres per million population and per 10,000 kilometres, 105 kilometres. In Tamil Nadu it is 21 kilometres per million population and 66 kilometres per 10,000 kilometres. The all-India average is 53.60 per million population and 89.70 for 10,000 kilometres. It means in the entire South India, the position of Karnataka is poor. At the same time, the average of Karnataka is less than the all-India average also. Sir, from the beginning we are asking for the conversion of the Hubli-Miraj metre gauge line into broad gauge. We are also asking for the conversion of Hospet-Hubli metre gauge line into broad gauge as early as possible. The Bangalore-Miraj line should also be converted into broad gauge. There are industrial and commercial towns all along like Davangare, Hubli, Belgaum and Tumkur.